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## **DEPARTMENT OF TRANSPORTATION**

**Federal Aviation  
Administration**



### **OPERATIONS REVIEW PROGRAM**

**Invitation for Proposals**

**DEPARTMENT OF  
TRANSPORTATION****Federal Aviation Administration****OPERATIONS REVIEW PROGRAM****FAA Expands Biennial Regulatory Review  
Policy**

On February 12, 1974, the Federal Aviation Administration issued a policy statement initiating the Biennial Airworthiness Review Program (see 39 FR 5813, February 15, 1974). Concurrently, the FAA issued Notice No. 74-5 inviting proposals for consideration during the First Biennial Airworthiness Review (see 39 FR 5785, February 15, 1974). The airworthiness review now is at the mid-point of its first two-year cycle. The FAA has received strongly favorable comment on this program from the general public and the aviation community both here and abroad.

The aviation industry in the United

States and abroad has grown substantially during the last 10 years. Paralleling its rapid growth and numerous technological advances are significant changes in the operating environment in which airmen, air agencies and aircraft operators function. The same systematic, comprehensive process being used to periodically review the airworthiness standards can be adapted to the rules which apply to other segments of aviation. This process should enable the FAA to become even more responsive to the needs of the general public and the aviation community in fulfilling the agency's aviation safety responsibilities.

Accordingly, the FAA is establishing the Operations Review Program. The program will be implemented through Biennial Operations Reviews which will be administered by Flight Standards Service. The operations reviews will be carried out with full opportunity for the participation of the interested public, in-

dustry, other Government agencies and foreign governments. All elements of the FAA will provide support to Flight Standards Service to ensure the timely completion of the periodic operations review process, as they now are doing for the periodic airworthiness reviews.

In furtherance of the policy announced in this notice, the Director of Flight Standards Service is issuing a notice regarding the First Biennial Operations Review (1975-1976). That notice sets forth detailed information concerning the schedule and invites submission of proposals for consideration during the First Biennial Operations Review. It is published concurrently with this notice.

Issued in Washington, D.C., on February 26, 1975.

ALEXANDER BUTTERFIELD,  
Administrator.

[FR Doc.75-5420 Filed 2-27-75;8:45 am]

DEPARTMENT OF  
TRANSPORTATION

Federal Aviation Administration

[ 14 CFR Parts 43, 61, 63, 65, 91, 101,  
105, 121, 123, 127, 129, 133, 135, 137,  
141, 143, 145, 147, 148 ]

[Docket No. 14322; Notice No. 75-9]

OPERATIONS REVIEW PROGRAM

Invitation To Submit Proposals for Consideration During the First Biennial Operations Review (1975-1976)

The Federal Aviation Administration gives public notice of the First Biennial Operations Review Program (1975-1976). In general, the operations review program covers: (1) maintenance rules; (2) airmen certification rules; (3) selected air traffic and general operating rules; (4) rules for the certification and operations of air carriers, air travel clubs and operators for compensation or hire; and (5) rules for schools and other certificated agencies. The operations review program which is patterned on the airworthiness review program (now at the midpoint of its first two-year cycle), will be administered by an organizational component within Flight Standards Service. The First Biennial Operations Review (1975-1976) will proceed according to the schedule in Appendix A to this notice.

**Proposals Invited.** Interested persons, both foreign and domestic, are invited to submit any proposals to amend the rules identified below that they deem appropriate. All proposals should be submitted in duplicate as soon as possible to the Federal Aviation Administration, Flight Standards Service, Operations Review Program, AFS-78, 800 Independence Avenue, SW, Washington, D.C. 20591. To receive consideration, proposals must be within the scope of the operations review as set forth in the notice and must be received by FAA not later than 5 p.m., e.d.t., April 15, 1975. Proposals received after that time will be deferred for consideration during a future operations review.

**Scope.** The First Biennial Operations Review includes the following Parts of the Federal Aviation Regulations (FAR) contained in Title 14 of the Code of Federal Regulations (14 CFR):

Part:

- 43—Maintenance, preventive maintenance, rebuilding, and alteration.
- 63—Certification: flight crewmembers other than pilots.
- 65—Certification: airmen other than flight crewmembers.
- 91—General operating and flight rules.
- 101—Moored balloons, kites, unmanned rockets and unmanned free balloons.
- 105—Parachute jumping.
- 121—Certification and operations: domestic, flag, and supplemental air carriers and commercial operators of large aircraft.
- 123—Certification and operations: air travel clubs using large airplanes.
- 127—Certification and operations of scheduled air carriers with helicopters.
- 129—Operations of foreign air carriers.

Part:

- 133—Rotorcraft external-load operations.
- 135—Air Taxi operators and commercial operators of small aircraft.
- 137—Agricultural aircraft operations.
- 143—Ground instructors.
- 145—Repair stations.
- 147—Aviation maintenance technician schools.
- 149—Parachute lofts.

Because they were recently revised, two FAR Parts will not be considered during the First Biennial Operations Review cycle, unless a requirement is directly related to a proposed change in one of the other FAR Parts listed above. The two FAR Parts are: Part 61—Certification: pilots and flight instructors, Part 141—Pilot schools.

**Pending Notices.** Appendix B to this notice identifies a number of notices of proposed rulemaking which affect one or more of the FAR Parts within the scope of the First Biennial Operations Review. These notices will be pursued to a conclusion or withdrawn outside the Review and the substance of the rules proposed in those notices will not be considered during the Review.

**Status of the Rules.** Appendix C to this notice gives the status of the FAR Parts within the scope of this Review as of February 1, 1975, and lists petitions for rule making which affect one or more FAR Parts within the scope of the First Biennial Operations Review. Some of these petitions may be included for consideration in the Review. Those which are at an advanced stage of processing may be completed independently of the Review.

**Required Format and Information.** Based on experience gained during the First Biennial Airworthiness Review Program, the FAA has determined that use of a standard format and the inclusion of certain specific information for each proposal will greatly facilitate the processing, compilation and evaluation of the large number of proposals the FAA expects to receive. Appendix D to this notice contains a sample of the format that should be used. In addition, each proposal should include at least the following information:

1. The full name or title of the proponent or an acceptable acronym.
2. The FAR section affected.
3. A short title identifying the subject of the proposal (in 10 words or less).
4. The specific regulatory language being proposed to achieve the desired objective.
5. The language of the existing rule that the proposal would change.
6. An explanation and justification of the proposal, including:
  - a. What is the background?
  - b. Why is the change necessary?
  - c. How is aviation safety enhanced or the existing level of safety maintained?
  - d. What are the environmental and economic consequences, if any, of the proposal if adopted?
  - e. What other rules are affected (for example, parallel rules in other FAR Parts)?
  - f. What other proposals, if any, are directly related?
7. Additional data or references to publications.

When more than one proposal is submitted on an issue to achieve the desired result, the information required in item 6, above, should be stated in full in only one proposal and a cross-reference included in the other related proposals. Proponents may submit a precise statement of the objective sought instead of the information required under item 4, above. Interested persons are urged, however, to propose specific regulatory language if at all possible because experience during the airworthiness review showed that specific language yields more productive discussions.

**Compilation of Proposals.** The FAA will process and evaluate each proposal received no later than 5 p.m. e.d.t., April 15, 1975. The FAA then will prepare a Compilation of Proposals for consideration during the First Biennial Operations Review. In addition to proposals received from the public, the FAA will include in this compilation FAA proposals believed appropriate for consideration during the Review. The compilation will be distributed no later than May 30, 1975, to each person who submits a proposal or who expresses an interest in the Review. At that time, a Notice of Availability of the Compilation of Proposals and Invitation to Submit Comments will be issued and published in the FEDERAL REGISTER.

**Agenda and Conference.** All comments received on the Compilation of Proposals not later than 5 p.m. e.d.t., August 1, 1975, will be considered in preparing the agenda for the First Biennial Operations Review Conference. The Conference will be held from the morning of December 1, 1975, to December 5, 1975, in the Washington, D.C., area at a place to be announced. There will be no admission fee or other charge to be paid to attend and participate in the conference sessions and those sessions will be open to interested persons. If necessary to complete the agenda, conference sessions may be extended to evenings or additional days. Following the conference, the FAA will prepare and issue a summary of the conference proceedings. This will be distributed to conference participants and other interested persons. A Notice of Availability of Conference Summary also will be issued and published in the FEDERAL REGISTER.

**Proposed and Final Rulemaking.** The Conference Summary and other operations review documents will be used in developing notices of proposed rulemaking, the last of which will be issued and published in the FEDERAL REGISTER no later than May 30, 1976. These notices will provide interested persons the opportunity for further comment on specific proposed amendments to the Federal Aviation Regulations. The comment period will close on the last notice on September 1, 1976. Final rules adopted as a result of the First Biennial Operations Review will be issued after consideration of the comments received in response to these notices. The last set of amendments will be issued and published in the FEDERAL REGISTER no later than February 27, 1977.

**Disposition of Proposals.** Not all the proposals received in response to this notice will automatically be included in the Compilation of Proposals scheduled for distribution no later than May 30, 1975. Nor will all proposals included in that document automatically be included in the agenda for the First Biennial Operations Review Conference. As stated above, proposals must be received no later than 5 p.m. e.d.t., April 15, 1975. They must be within the scope of the Operations Review, follow the prescribed format and contain the essential information identified above. Among the proposals which meet these requirements, some may be straightforward, noncontroversial and adequately justified. Since no useful purpose would be served by discussing those proposals during the conference they will be held for inclusion in a notice of proposed rulemaking. On the other hand, FAA may identify proposals that are not adequately justified, that require further research or that could not result in fruitful discussion at the conference. They will be dropped or deferred for further study and possible consideration during future Operations Reviews. Other proposals may be eliminated from consideration because they deal with the substance of rules proposed in notices identified in Appendix B to this notice.

Issued in Washington, D.C., on February 26, 1975.

R. P. SKULLY,  
Director,  
Flight Standards Service.

**APPENDIX A—SCHEDULE FOR FIRST BIENNIAL OPERATIONS REVIEW (1975-1976)**

- February 26, 1975—Notice initiating First Biennial Operations Review (1975-1976) and inviting proposals to amend the Federal Aviation Regulations.
- April 15, 1975—Final date for delivering proposals to FAA.
- May 30, 1975—Distribute the compilation of proposals.
- August 1, 1975—Final date for delivering comments on proposals to FAA.
- October 15, 1975—Distribute agenda and related working documents for First Biennial Operations Review Conference.
- December 1 to 5, 1975—First Biennial Operations Review Conference.
- May 28, 1976—Issue last notice of proposed rule making.
- September 1, 1976—Final date for delivering comments on last notice of proposed rule making to FAA.
- February 27, 1977—Issue last amendments to the Federal Aviation Regulations.

**APPENDIX B—PENDING NOTICES OF PROPOSED RULE MAKING EXCLUDED FROM THE FIRST BIENNIAL OPERATIONS REVIEW**

FAA has issued a number of notices of proposed rule making proposing amendments to Parts of the Federal Aviation Regulations within the scope of the First Biennial Operations Review. These notices will be pursued to a conclusion outside the Review and the substance of the rules proposed will not be considered during the Review. They are identified below:

1. *Notice 71-20, Operations at Airports Without Control Towers.* This notice (36 FR 13275, July 17, 1971) proposed amending "Parts 1 and 91 of the Federal Aviation Regulations relating to the standardizing

of traffic pattern flight procedures at 'uncontrolled airports'—those airports at which an operative control tower is not available to provide air traffic control service." The notice affects §§ 1.1, 91.70, and 91.89. The comment period expired September 27, 1971.

2. *Notice 71-22, VFR Flight Beneath Clouds.* This notice (36 FR 14659, August 7, 1971) proposed amending "§ 91.105(c) by removing the ceiling as reported at the primary airport as the criterion for VFR flight in a control zone, and substituting the actual cloud condition prevailing at any given point in the control zone where VFR flight is being conducted." The comment period expired November 5, 1971.

3. *Notice 72-17, Landing Minimums.* This notice (37 FR 14406, July 20, 1972) proposed "amending Parts 91, 121, and 135 of the Federal Aviation Regulations to establish criteria for the commencement of instrument approaches and to update and clarify the requirements applicable to the instrument landing procedures and minimums prescribed therein. It is also proposed to amend Part 123 to delete the referenced weather reporting provision in Part 121 that would become obsolete as a result of this proposal and to include a reference to the new section in Part 121 that would be added." The notice affects §§ 91.6, 91.116, 91.117, 121.80, 121.93, 121.101, 121.119, 121.649, 121.651, 121.652, 121.653, 121.655, 123.27, 135.100 and 135.111. Notice 72-17A (37 FR 19821, September 22, 1972) extended the comment period on this notice to December 18, 1972.

4. *Notice 72-33, Portable Electronic Calculators—Proposal to Allow Operation on Aircraft.* This notice (37 FR 26522, December 27, 1972) proposed "amending Part 91 of the Federal Aviation Regulations to expressly permit the operation of portable electronic calculators on aircraft operated by an air carrier or commercial operator or on any other aircraft while it is operated under IFR." The notice affects § 91.19. The comment period expired March 27, 1973.

5. *Notice 73-2, Limited IFR Air Taxi Operations.* This notice (38 FR 2988, January 31, 1973) proposed "amending Part 135 of the Federal Aviation Regulations to make those sections dealing with limited IFR operations . . . consistent with each other, with Terminal Instrument Procedures (TERPS), and with safe operating practices." The notice affects §§ 135.75, 135.99 and 135.145. The comment period expired March 30, 1973.

6. *Notice 73-4, Inspection Authorization—Eligibility and Operational Requirements and Geographical Limitations.* This notice (38 FR 3410, February 6, 1973) proposed "amending Part 65 of the Federal Aviation Regulations to: (1) Clarify the eligibility requirements for the issue of an inspection authorization; (2) provide that each holder of an inspection authorization must hold a currently effective mechanic certificate with both an airframe and a powerplant rating whenever he exercises the privileges of an inspection authorization; (3) require each holder to keep a record of each inspection performed by him; (4) limit the area where the holder may exercise the privileges of the authorization to the area under the jurisdiction of the local FAA District Office in which the holder's fixed base of operation is located, unless he is otherwise authorized by that Office and the Office for the area in which he proposes to perform an inspection; and (5) require each holder who changes the location of, or terminates the inspection authorization activity at, his fixed base of operation, to surrender his authorization to the local FAA District Office, with the privilege of obtaining reissuance of the authorization without further written test, at a new

base established before the first day of April following the termination." The notice affects §§ 65.91, 65.92, 65.93, 65.94 and 65.95. The comment period expired May 7, 1973.

7. *Notice 73-20, Radio Equipment for Overwater Operations.* This notice (38 FR 17019, June 28, 1973) proposed "amending Subpart D of Part 91 of the Federal Aviation Regulations to permit persons subject to that subpart to operate an airplane in overwater operations with one HF transmitter and one HF receiver rather than dual HF communications equipment, under certain circumstances." The notice affects § 91.191. The comment period expired August 27, 1973.

8. *Notice 74-1, Flight Engineer Knowledge and Aeronautical Experience Requirements.* This notice (39 FR 1780, January 14, 1974) proposed "amending Part 63 of the Federal Aviation Regulations to permit an applicant for a flight engineer certificate and a class rating to meet the prescribed aeronautical experience requirements in an additional manner to those now specified in § 63.37 of the Federal Aviation Regulations." This notice affects §§ 63.35 and 63.37. The comment period expired March 15, 1974.

9. *Notice 74-8, Two-Way Radio Communications during IFR Operations.* This notice (39 FR 7431, February 26, 1974) proposes "amending § 91.127(c) (4) of the Federal Aviation Regulations to provide that, when holding instructions have been received, a pilot who has lost two-way communications under IFR must either leave the holding fix at the expect-further-clearance time received or, if an expect-approach-clearance time has been received, commence the approach at the expect-approach-clearance time received." The comment period expired April 29, 1974.

10. *Notice 74-13, Airports with Operating Control Towers—Operation of Aircraft.* This notice (39 FR 11301, March 27, 1974) proposes amending "§ 1.1 and § 91.87 of the Federal Aviation Regulations relating to the operation of aircraft at airports having operating control towers. The proposed amendments would add a definition of 'movement area' and more clearly describe when a clearance is required from Air Traffic Control before a pilot may taxi an aircraft." The comment period expired June 10, 1974.

11. *Notice 74-21, Replenishing and Maintenance of Oxygen Systems.* This notice (39 FR 20382, June 10, 1974) proposed "amending Part 91 of the Federal Aviation Regulations to prescribe safety requirements governing the presence of persons on board a civil aircraft of U.S. registry when certain work is being performed on the oxygen system of the aircraft." The notice affects § 91.168. The comment period expired September 9, 1974.

12. *Notice 74-25, Air Transportation of Handicapped Persons.* This notice (39 FR 24667, July 5, 1974) proposed "amending Parts 121 and 135 of the Federal Aviation Regulations to provide rules for the safe carriage by the holders of Part 121 and 135 certificates of persons who, because of a physical condition, may require the assistance of another person during an emergency evacuation." The notice affects §§ 121.311, 121.417, 121.571, 121.584, 121.589, 135.27, 135.81 and 135.139. The comment period expired October 7, 1974.

13. *Notice 74-28, Equipment and Other Requirements for Operation in Group II Terminal Control Areas—Automatic Pressure Altitude Reporting Equipment.* This notice (39 FR 27147, July 25, 1974) proposed "amending Part 91 of the Federal Aviation Regulations to modify the requirements for operation within Group II Terminal Control Areas (TCA's). The major proposal would rescind the requirement for automatic pressure altitude reporting equipment in those

TCA's." The notice affects §§ 91.24 and 91.90. The comment period expired on September 9, 1974.

14. *Notices 74-30, Airborne Vibration Monitors.* This notice (39 FR 31913, September 3, 1974) proposed "amending § 121.307 of the Federal Aviation Regulations to provide that no person may conduct an operation under Part 121 of the Federal Aviation Regulations in a Boeing Model B-747, Lockheed Model L-1011, or McDonnell Douglas Model DC-10 aircraft without having installed in the aircraft an indicator to indicate to the flight crew rotor system unbalance for each engine." The comment period expired November 4, 1974.

**APPENDIX C—STATUS OF FEDERAL AVIATION REGULATIONS AND RELATED ACTIONS WITHIN THE SCOPE OF THE OPERATIONS REVIEW**

Notices of proposed rule making that affect Federal Aviation Regulations within the scope of the Operations Review are listed in Appendix B, above. The status of each Part of the Federal Aviation Regulations included in the Review as of February 1, 1975 is stated below. In addition, each petition for rule making affecting those regulations is listed.

**PART 43—MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING, AND ALTERATION**

The last amendment to this Part is Amendment 43-18, "ATC Transponder Tests and Inspections," issued December 19, 1973, and effective December 31, 1973 (see 38 FR 35441, December 28, 1973). The following petition for rule making is pending:

*Aviation Technician Education Council* (Docket No. 12816) seeks to amend several sections in Parts 43, 65, 91, 121, and 147 to change the word "mechanic" to "technician."

**PART 61—CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS**

The last amendment to this Part is Amendment 61-63, "Graduates of Certificated Flying Schools," issued May 29, 1974, and effective November 1, 1974 (see 39 FR 20056, June 6, 1974). *Note:* Amendment 61-60, "Pilot and Flight Instructor Certificates and Ratings and Check Requirements for Pilots-in-Command," issued January 23, 1973, and effective November 1, 1973 (see 38 FR 3156, February 1, 1973) revised Part 61, except for the Subpart dealing with airline transport pilot certificates. The following petitions for rule making are pending:

1. *The Goodyear Tire & Rubber Company* (Docket No. 8738) seeks to amend several sections of Part 61 dealing with pilots of lighter-than-air aircraft.
2. *Mr. Fred W. Kreig* (Docket No. 11735) seeks to amend Parts 61, 91, and 101 to regulate the operations of moored balloons and unmanned free balloons as manned free balloons are regulated.
3. *Mr. Richard C. Bartel* (Docket No. 12866) seeks to amend § 61.39 to prevent an applicant for an airline transport pilot certificate or added rating on that certificate to be eligible for a flight test without a written recommendation from a certificated flight instructor.
4. *Balloon Federation of America* (Docket No. 13236) seeks to amend § 61.1(b) to extend the effective date of revised requirements for a commercial pilot certificate with a free balloon rating.
5. *Mr. David M. Davis* (Docket No. 13673) seeks to amend § 61.157 to allow Military Air-lift Command aircraft commanders to qualify for an airline transport pilot certificate by passing a written examination only, without being required to take a flight test.
6. *American Bonanza Society* (Docket No. 14025) seeks to amend §§ 61.45 and 91.21 to allow use of aircraft with single throwover

control wheels for simulated instrument flight and flight tests under certain conditions.

7. *Air Transport Association of America* (Docket No. 14245) seeks to retain indefinitely in Appendix A, Part 61, and Appendix F, Part 121, the special maneuvers and procedures applicable to four-engine turbojet-powered airplanes.

8. *Flight Systems, Inc.* (Docket No. 12492) seeks to amend Part 61 to establish minimum experience requirements and a type rating for the pilot-in-command of high-performance surplus military aircraft.

**PART 63—CERTIFICATION: FLIGHT CREWMEMBERS OTHER THAN PILOTS**

The last amendment to this Part is Amendment 63-16, "Carriage of Narcotic Drugs, Marihuana, and Depressant or Stimulant Drugs or Substances," issued June 19, 1973, and effective August 1, 1973 (see 38 FR 17491, July 2, 1973). There are no petitions for rule making pending.

**PART 65—CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS**

The last amendment to this Part is Amendment 65-21, "Carriage of Narcotic Drugs, Marihuana, and Depressant or Stimulant Drugs or Substances," issued June 19, 1973, and effective August 1, 1973 (see 38 FR 17491, July 2, 1973). The following petition for rule making is pending:

*Aviation Technician Education Council* (Docket No. 12816) seeks to amend several sections in Parts 43, 65, 91, 121, and 147 to change the word "mechanic" to "technician".

**PART 91—GENERAL OPERATING AND FLIGHT RULES**

The last amendment to this Part is Amendment 91-125, "Aircraft Speed Beneath Terminal Control Areas," issued July 16, 1974, and effective August 23, 1974 (see 39 FR 26888, July 24, 1974). The following petitions for rule making are pending:

1. *National Business Aircraft Association, Inc.* (Docket No. 5071) seeks to amend § 91.33 (e) to delete the word "approved" from the requirements for distance measuring equipment (DME).
2. *Mr. Fred W. Kreig* (Docket No. 11735) seeks to amend Parts 61, 91, and 101 to regulate the operation of moored balloons and unmanned free balloons as manned free balloons are regulated.
3. *Aviation Technician Education Council* (Docket No. 12816) seeks to amend several sections in Parts 43, 65, 91, 121, and 147 to change the word "mechanic" to "technician".
4. *Air Transport Association of America* (Docket No. 12861) seeks to amend Part 91 to facilitate a reduction of vertical separation from 2,000 to 1,000 feet for aircraft operating between 29,000 and 45,000 feet.
5. *Aircraft Owners and Pilots Association* (Docket No. 13336) seeks to amend § 91.177 to revise the requirements for a biennial test and inspection of ATC transponders.
6. *American Bonanza Society* (Docket No. 14025) seeks to amend §§ 61.45 and 91.21 to allow use of aircraft with single throwover control wheels for simulated instrument flight and flight tests under certain conditions.
7. *Air Transport Association of America* (Docket No. 14064) seeks to amend § 91.51 to allow an alternative means to comply with the present requirements for an approved altitude alerting system.
8. *Association of Flight Attendants* (Docket No. 14218) seeks to amend either Part 91 or Part 121 to require more comprehensive reporting regarding the use of emergency equipment and passenger or crewmember injuries.

**PART 101—MOORED BALLOONS, KITES, UNMANNED ROCKETS AND UNMANNED FREE BALLOONS**

The last amendment to this Part is Amendment 101-4, "Objects Dropped from Certain Balloons, Kites, and Rockets," issued June 13, 1974, and effective August 20, 1974 (see 39 FR 22252, June 21, 1974). The following petition for rule making is pending:

*Mr. Fred W. Kreig* (Docket No. 11735) seeks to amend Parts 61, 91, and 101 to regulate the operation of moored balloons and unmanned free balloons as manned free balloons are regulated.

**PART 105—PARACHUTE JUMPING**

The last amendment to this Part is Amendment 105-5, "Clearance from Clouds and Flight Visibility Requirements," issued May 3, 1971, and effective June 12, 1971 (see 36 FR 8775, May 13, 1971). The following petition for rule making is pending:

*United States Parachute Association* (Docket No. 13399) seeks to amend § 105.43 to extend the repack cycle for auxiliary parachutes from 60 to 120 days.

**PART 121—CERTIFICATION AND OPERATIONS: DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT**

The last amendment to this Part is Amendment 121-115, "First-Aid Kits," issued December 26, 1974, and effective January 1, 1975 (see 40 FR 1039, January 6, 1975). The following petitions for rule making are pending:

1. *Air Transport Association of America* (Docket No. 9481) seeks to amend § 121.652 to clarify provisions dealing with landing minimums. Proposals contained in Notice 72-17 (see Appendix B, above) would dispose of this petition.
2. *Eastern Air Lines, Inc.* (Docket No. 10902) seeks to amend § 121.306(j) to allow use of an attitude indicating system which does not incorporate a third attitude indicator.
3. *The Helicopter Association of America* (Docket No. 10888) seeks to amend Parts 121 and 133 to allow helicopter operations with both internal loads and external loads.
4. *Aviation Consumer Action Project* (Docket No. 11796) seeks to amend §§ 121.405 and 121.427 to prohibit reductions in flight engineering programmed hours of training and to increase their programmed hours of ground training.
5. *Air Transport Association of America* (Docket No. 12039) seeks to amend § 121.343 to allow the unlimited erasure of recorded data to conduct functional tests and trouble shooting on the flight recorder system.
6. *Air Line Pilots Association* (Docket No. 12201) seeks to amend Part 121 to eliminate or reduce dual qualification on different types of aircraft.
7. *Washington Humane Society* (Docket No. 12313) seeks to amend Part 121 to establish standards for treatment and environmental conditions for animals during shipment by air.
8. *Aviation Technician Education Council* (Docket No. 12816) seeks to amend several sections in Parts 43, 65, 91, 121, and 147 to change the word "mechanic" to "technician".
9. *Association of Flight Attendants* (Docket No. 12962) seeks to amend § 121.391 to decrease the passenger to flight attendant ratio to 40 to 1 and to provide that only flight attendants may occupy designated flight attendant seats.
10. *Air Line Pilots Association* (Docket No. 13329) seeks reconsideration of FAA withdrawal of Notice 69-19, "Autopilots for Certain Turbojet Airplanes," which proposed an amendment to § 121.319.

## PROPOSED RULES

11. *Air Transport Association of America* (Docket No. 13485) seeks to amend § 121.319 to eliminate or revise changes adopted in Amendment 121-106 (38 FR 21493, August 9, 1973), "Public Address and Interphone Communication Systems."

12. *Mr. William O. Heller* (Docket No. 13696) seeks to amend Part 121 to require the captain to make all landings and takeoffs from the left seat during Part 121 operations.

13. *Air Line Pilots Association* (Docket No. 13670) seeks to amend § 121.317 to require on each seat back a sign stating, "Please Fasten Seat Belts While Seated."

14. *Air Transport Association of America* (Docket No. 14245) seeks to retain indefinitely in Appendix A, Part 61, and Appendix F, Part 121, the special maneuvers and procedures applicable to four-engine turbojet-powered airplanes.

15. *Association of Flight Attendants* (Docket No. 14218) seeks to amend either Part 91 or Part 121 to require more comprehensive reporting regarding the use of emergency equipment and passenger or crewmember injuries.

16. *Air Transport Association of America* (Docket No. 14239) seeks to amend §§ 121.401 and 121.433(a) to extend and expand the applicability of the grace period for recurrent training of persons responsible for handling dangerous articles and magnetized materials.

#### PART 123—CERTIFICATION AND OPERATIONS: AIR TRAVEL CLUBS USING LARGE AIRPLANES

The last amendment to this Part is Amendment 123-5, "Carriage of Oxygen for Medical Use—Storage, Use, and Restriction in Aircraft Passenger Compartment," issued November 27, 1974, and effective December 9, 1974 (see 39 FR 42674, December 6, 1974). There are no petitions for rule making pending.

#### PART 127—CERTIFICATION AND OPERATIONS OF SCHEDULED AIR CARRIERS WITH HELICOPTERS

The last amendment to this Part is Amendment 127-32, "Use of Certified Land Airports," issued August 12, 1974, and effective September 14, 1974 (see 39 FR 29341, August 15, 1974). There are no petitions for rule making pending.

#### PART 129—OPERATIONS OF FOREIGN AIR CARRIERS

The last amendment to this Part is Amendment 129-4, "Airborne Distance Measuring Equipment; Civil Aircraft (Including Foreign Civil Aircraft) Within Alaska and Hawaii," issued April 15, 1966, and effective July 1, 1966 (see 31 FR 6265, April 23, 1966). There are no petitions for rule making pending.

#### PART 133—ROTORCRAFT EXTERNAL-LOAD OPERATIONS

The last amendment to this Part is Amendment 133-4, "Carriage of Narcotic Drugs, Marihuana, and Depressant or Stimulant Drugs or Substances," issued June 19, 1973, and effective August 1, 1973 (see 38 FR 17491, July 2, 1973). The following petition for rule making is pending:

*The Helicopter Association of America* (Docket No. 10638) seeks to amend Parts 121 and 133 to allow helicopter operations with both internal loads and external loads.

#### PART 135—AIR TAXI OPERATORS AND COMMERCIAL OPERATORS OF SMALL AIRCRAFT

The last amendment to this Part is Amendment 135-40, "Carriage of Oxygen for Medical Use—Storage, Use, and Restriction in Aircraft Passenger Compartments," issued November 27, 1974, and effective December 9, 1974 (see 39 FR 42674, December 6, 1974). The following petitions for rule making are pending:

1. *National Air Transportation Conferences, Inc., and Executive Air Fleet Corporation* (Docket No. 12768) seek to amend § 135.2(b) to rescind certain equipment requirements for operations of large aircraft under 27,000 pounds maximum certificated takeoff with passenger capacities of not more than 12 persons.

2. *The Helicopter Association of America* (Docket No. 14307) seeks to rescind § 135.89, "Helicopter operations: Emergency landing areas."

#### PART 137—AGRICULTURAL AIRCRAFT OPERATIONS

The last amendment to this Part is Amendment 137-4, "Carriage of Narcotic Drugs, Marihuana, and Depressant or Stimulant Drugs or Substances," issued June 19, 1973, and effective August 1, 1973 (see 38 FR 17491, July 2, 1973). The following petition for rule making is pending:

*The Helicopter Association of America* (Docket No. 13235) seeks to amend § 137.3 to exclude the dispensing of water on forest fires from the definition of "agricultural aircraft operation."

#### PART 141—PILOT SCHOOLS

The last amendment to this Part is Amendment 141-13, "Revision of Part," issued May 29, 1974, and effective November 1, 1974 (see 39 FR 20146, June 6, 1974). Note: This amendment revised the entire Part. There are no petitions for rule making pending.

#### PART 143—GROUND INSTRUCTORS

The last amendment to this Part is Amendment 143-4, "Airmen and Ground Instructors: Certain Additional Information in Application for Duplicate Certificates, and

#### SAMPLE FORMAT

Proposal: (Leave blank—for FAA use)  
From: Ms. Jane Doe  
Index: (Leave blank—for FAA use)

#### Proposal

Amend § 91.4 to read as follows: No person may operate an aircraft that is type certificated for more than 1 required pilot flight crewmember unless the pilot flight crew consists of a pilot in command who meets the requirements of § 61.58 of this chapter.

#### EXPLANATION AND JUSTIFICATION

The words "After November 1, 1974," are unnecessary because that date has passed. The environmental and economic impacts are none.  
(Attach additional data, if any.)

[FR Doc.75-5470 Filed 2-27-75; 8:45 am]

Expiration Date for Telegraphic Certificate," issued February 5, 1971, and effective April 12, 1971 (see 36 FR 2864, February 11, 1971). There are no petitions for rule making pending.

#### PART 145—REPAIR STATIONS

The last amendment to this Part is Amendment 145-14, "Equipment Material Requirements for Radio Rated Repair Stations," issued December 11, 1970, and effective March 24, 1971 (see 35 FR 19349, December 22, 1970). There are no petitions for rule making pending.

#### PART 147—AVIATION MAINTENANCE TECHNICIAN SCHOOLS

The last amendment to this Part is Amendment 147-2, "Name, Operations, and Curriculum," issued March 27, 1970, and effective May 3, 1970 (see 35 FR 5331, April 3, 1970). The following petition for rule making is pending:

*Aviation Technician Education Council* (Docket No. 12816) seeks to amend several sections in Parts 43, 65, 91, 121, and 147 to change the word "mechanic" to "technician."

#### PART 149—PARACHUTE LOFTS

The last amendment to this Part is Amendment 149-1, "Cross Reference Corrections in FAR Parts 21, 33, 37, 43, 61, 63, 91, 127, 133, 141, 145, 149, and 183," issued June 28, 1966, and effective July 6, 1966 (see 31 FR 9211, July 6, 1966). There are no petitions for rule making pending.

#### APPENDIX D—FORMAT FOR OPERATIONS REVIEW PROPOSALS

The following format and clerical guidelines should be followed in developing proposals for consideration during the First Biennial Operations Review (1975-1976).

*Clerical Guidelines.* Each proposal should be submitted on a separate page. The text should be within margins not more than 6½" wide and 9" long, so that it can be printed on paper 8" by 10½".

FAR: 91.4

SUBJ: Pilot-in-command of aircraft requiring more than 1 pilot.

#### Current Rule

§ 91.4 *Pilot in command of aircraft requiring more than one required pilot.* After Nov. 1, 1974, no person may operate an aircraft that is type certificated for more than 1 required pilot flight crewmember unless the pilot flight crew consists of a pilot in command who meets the requirements of § 61.58 of this chapter.

